Claims

1. Piston (1) for an internal combustion engine,

- having a piston crown (4),
- having two pin boss supports (9, 9') molded onto the piston crown (4) for two pin bosses (11, 11'), whereby the pin boss supports (9, 9') are disposed set back relative to the radially outer edge of the piston crown (4), in the direction of the piston longitudinal axis (13),
- having two skirt elements (14, 14') that connect the pin bosses (11, 11'),
- and having a ring-shaped cooling channel (6) disposed in the edge region of the piston crown (4), the radially outer delimitation of which is formed by a ring wall (7) molded onto the piston crown (4), the radially inner delimitation of which is formed partly by the pin boss supports (9, 9') and partly by a ring rib (8) molded onto the piston crown (4), and whose skirt-side delimitation is formed by a two-part cover (17, 17'),

characterized in that

- a circumferential projection (6) is formed close to the cooling channel (6), on the piston outside,
- that the cover consists of two semi-circular half-shells (17, 17'), which each have a circumferential groove (18) on the inside facing the piston, having a groove shape that is complementary to the shape of the projection (16), to such an extent that the half-shells (17, 17') can be pushed onto the projection (16) by way of the groove (18), in each instance,
- that the half-shells (17, 17') each have an apron (19) on the piston crown side, by way of which the half-shells (17, 17') rest against the skirt-side face (20) of the ring wall (7), and
- that the half-shells (17, 17') have snap-in connections (25, 25') in the region of their contact surfaces (26, 26', 28, 28'), by means of which the half-shells (17, 17') that have been pushed onto the projection (16) can be connected with one another.

2. Piston (1) for an internal combustion engine, according to claim 1, **characterized in that** the half-shells (17, 17') consist of a heat-resistant plastic.

3. Piston (1) for an internal combustion engine, according to claim 1, **characterized in that** the half-shells (17, 17') consist of steel.

4. Piston (1) for an internal combustion engine, according to claim 1, **characterized in that** the half-shells (17, 17') consist of aluminum.

5. Piston (1) for an internal combustion engine, according to one of the preceding claims, **characterized in that** the half-shells (17, 17') have skirt-side aprons (21, 21') in the region of the skirt elements (14, 14'), which aprons rest on piston-crown-side steps (22) of the skirt elements (14, 14').

6. Piston (1) for an internal combustion engine, according to one of the preceding claims, **characterized in that** the snap-in connections (25, 25') consist of undercuts (27, 27') made in the region of the one contact surfaces (28, 28') of the half-shells (17, 17'), on their outsides, directed inward, and of snap-in arms (24, 24') having snap-in hooks (29, 29'), directed inward and molded on in the region of the

other contact surfaces (26, 26') of the half-shells (17, 17'), in each instance, which can snap into the undercuts (27, 27').

7. Piston (1) for an internal combustion engine, according to one of the preceding claims, **characterized in that** the half-shells (17, 17') have semi-circular recesses (31, 31') on their insides, in cross-section, which correspond to recesses (40) that are also semi-circular in cross-section, at least in part, and are molded into the outside of the projection (16), and thereby form openings (32) that are circular in cross-section and oriented axially, which open into the cooling channel (6), on the one hand, and into the piston interior (34), by way of openings (33) made in the skirt connection, on the other hand.

8. Piston (1) for an internal combustion engine, according to claim 6 or 7, **characterized in that** the half-shells (17, 17') have holder brackets (30, 30') oriented in the direction of the piston longitudinal axis (13), between the undercuts (27, 27') and the one contact surfaces (28, 28'), on their outsides, by means of which brackets loops are

formed, into which the snap-in arms (24, 24') can be guided during assembly of the half-shells (17, 17').